

Michigan Agriculture's Transportation Needs

Intermodal Freight Sub-Committee
Citizen Advisory Committee

Michigan Farm Bureau
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Michigan Agriculture Overview

- Michigan agriculture is the second leading sector in our state's economy at \$63.7 billion and growing.
- Michigan produces over 200 commodities on a commercial basis, making the state second only to California in agricultural diversity.
- Michigan exports about one-third of its agricultural commodities each year, generating more than \$1 billion and supporting nearly 13,000 jobs.
- Production agriculture, food processing, and related businesses employ more than one million Michigan residents.

Michigan Agriculture Overview

- Michigan ranks 5th and 8th nationally in exports of fruits and vegetables, respectively.
- In 2006, Michigan ranked 9th in the U.S. in milk production, producing 7.1 billion pounds of milk with farm sales of \$.936 billion.
- Michigan's nursery and perennial production is ranked 5th nationally, while its floriculture industry and Christmas tree production rank 1st and 4th in the nation respectively. Combined, these industries represent over \$790 million in wholesale value.
- Michigan has about 10.1 million acres of farmland and is home to 53,200 farms averaging 190 acres each.

Transportation Needs

griculture is dependent on a sound transportation system to move materials and products to and from farm and market.

e support:

- Investment in infrastructure, such as highways and airports, can be directly linked to growth in business and economy. Improving Michigan's transportation system will create jobs, attract business and strengthen our economy.
- An increase in the return of Michigan collected revenues sent to the National Highway Trust Fund.
- Requiring all state highways be brought up to Class A designation as soon as possible. Until they are, local units of government need the authority to give seasonal permits for movement of agricultural produce.

Transportation Needs

We Support:

- User taxes when new revenue is needed for roads and bridges. Such taxes must be in line with maintenance costs. We must not revert to the property tax or special assessments as a means of building and maintaining state roads and bridges.
- At least 25 percent of federal road funds go to local road agencies. At least 25 percent of federal bridge funds go to the Local Bridge program for use by local road agencies.
- Adequate funding of the Michigan Forest Roads Program.
- Raising the statutory limit on the amount of funds that can be transferred from primary to local road systems.
- Long-range planning on road construction projects consider not only future needs of the area but also the effects on agriculture.

Transportation Needs

- New road construction, improvements and maintenance of existing roads should be carried out in a spirit of cooperation between local, state and federal agencies involving constituent groups throughout the project.
- We encourage the continuance of rail service in Michigan.
- The transportation of agricultural and forestry inputs and commodities produced is dependent upon efficient and continued railroad service.
- While maintaining safe bridge structures, increased costs to meet DNR or Department of Environmental Quality specifications should be paid for by the respective State agency.